An aerial, black and white photograph showing a landscape devastated by a natural disaster, likely a tsunami. In the foreground, several traditional houses with tiled roofs are partially submerged in muddy water or debris. The middle ground is a vast, flat expanse of mud and debris, with scattered palm trees and some standing structures. In the background, a dense line of palm trees marks the edge of the affected area, with a road visible on the left. The sky is overcast.

SOLIDARITY CALLS
FOR KULON PROGO FARMERS
AGAINST AIRPORT AND AIRPORT CITY

CONTENT



INTRODUCTION

It is crucial to understand the history of the region of Kulon Progo to better understand why so many local communities object to the new airport project (NYIA).

The farmers of the region are not new to struggle, particularly when it comes to the status of their land and their rights to it.

For many years, the farmers have been embroiled in a legal battle for the rights to their land. The land was “gifted” to the farmers by the previous Sultan (the current Sultan's father). One of the reasons for this was the assessment that the land was worthless and was not arable. Through blood, sweat, and tears the local villagers struggled to make the land fertile. With this, they were able to establish successful farms and a thriving community.

Naturally, as the land became more fecund, the authorities sat up and took notice. The land now seemed to be

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SOLIDARITY CALLS FOR KULON PROGO FARMERS AGAINST AIRPORT AND AIRPORT CITY

worth more than they had originally thought, but they did not want to consider that it had become that way through the skill and hard labor of the farmers who understandably enough, weren't too pleased about the prospect of their land being taken out from under them.

These communities are certain beyond a shadow of a doubt that if they sell their land, if they lose their land, they lose everything. They will no longer be able to feed their families, earn a living wage, and will ultimately be displaced from the homes they have built for themselves over the last decades and generations.

This is not a new struggle; the airport project merely puts a new face on an old problem. We hope that by reading this pamphlet, you can come to better understand the why and how of a land conflict that is only one of many in Indonesia.

Tetap Semangat,

*Temon, Kulon Progo,
Yogyakarta, Indonesia
18 // 12 // 2017*

BACKGROUND OF NYIA

NYIA New Yogyakarta International Airport

On January 25, 2011, the Indonesian government, represented by the State Owned Enterprise (SOE) PT. Angkasa Pura I agreed in cooperation with investors from India, GVK Power & Infrastructure, for the construction of an international airport megaproject in the coastal region of Kulon Progo which would be known as NYIA (New Yogyakarta International Airport).



PT Angkasa Pura I (Persero) or *Angkasa Pura Airports*, Sri Sultan Hamengku Buwono X (the Governor of the Province of Yogyakarta) and Chairman from GVK Power & Infrastructure (India) discussed about the new airport development plan of Yogyakarta.

Construction of the airport is a projects of MP3EI (Master Plan for the Acceleration and Expansion of Indonesian Economic Development). It has an investment of \$500 million rupiah according to the Center for Aviation (CAPA), which is then passed through the program RPJMN (Medium Term Development Plan

National) under the leadership of the President, Joko Widodo (Jokowi), after the election of Jokowi in 2014. RPJMN shares the same ideology as MP3EI in at least two respects, namely the establishment of production and infrastructure development based on private investment, which is aimed at national connectivity so as to



“NYIA development in the province of Yogyakarta is projected not only as an airport infrastructure, but also an urban area surrounding the airport (aero city) which is expected to expand the economy in the services sector primarily tourism, trade, and other industries.”

encourage acceleration and economic expansion in the form of industry and trade. NYIA development in the province of Yogyakarta is projected not only as an airport infrastructure, but also an urban area surrounding the airport (aero city) which is expected to expand the economy in the services sector primarily tourism, trade, and other industries. According to the statement of Director of PT. Angkasa Pura II in 2014, the future development and expansion of

airports in Indonesia will be directed to make airport cities (aero cities) and Aerotropolis. PT. Angkasa Pura II has projected at least three airports with this model, namely Soekarno-Hatta, Banten (Aerotropolis), Kuala Namu, North Sumatra (Aerotropolis), and Kertajati, Majalengka (aero city). NYIA, however, is a different developer, PT. Angkasa Pura I, a development company established in 1962 but is one of the mega projects which share this same scheme.

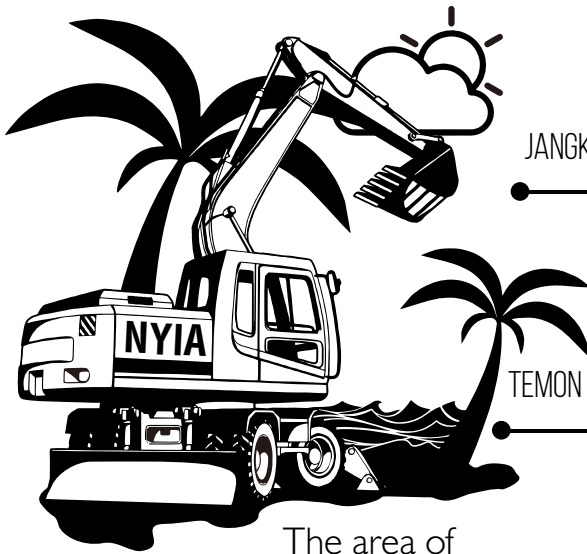
DEPRIVATION OF LIFE AND LIVELIHOOD



Groundbreaking of NYIA, (1/27/2017) by President Joko Widodo and Sri Sultan Hamengkubono X (the Governor of the Province of Yogyakarta) regardless of the fact that the NYIA megaproject does not have an Environmental Feasibility Studies/EIA or AMDAL.

In the masterplan issued by PT. AP I, NYIA construction will require an area of at least 637 hectares. However, this will be expanded to up to 2000 hectares to realize the 'airport city' which will potentially lead to a growing number of evictions and the expulsion of residents for the benefit of the property and industry of large investors. The location of development land is located in six villages in the district of Kecamatan Temon, Kulon Progo includes Glagah, Palihan, Sindutan, Jangkaran, Kebonrejo, dan

Temon Kulon villages. In this area, it is estimated there are at least 300 hectares of productive agricultural land divided into 200 hectares of dry agricultural land (fields) in the southern coastal areas and 100 hectares of wet farmland (rice fields) in the north near Jalan Daendels (the primary road through south Java). Another 337 hectares consists of 200 hectares of residential area, and the rest is land that is claimed by Pakualaman or PAG/ Pakualaman Grond.



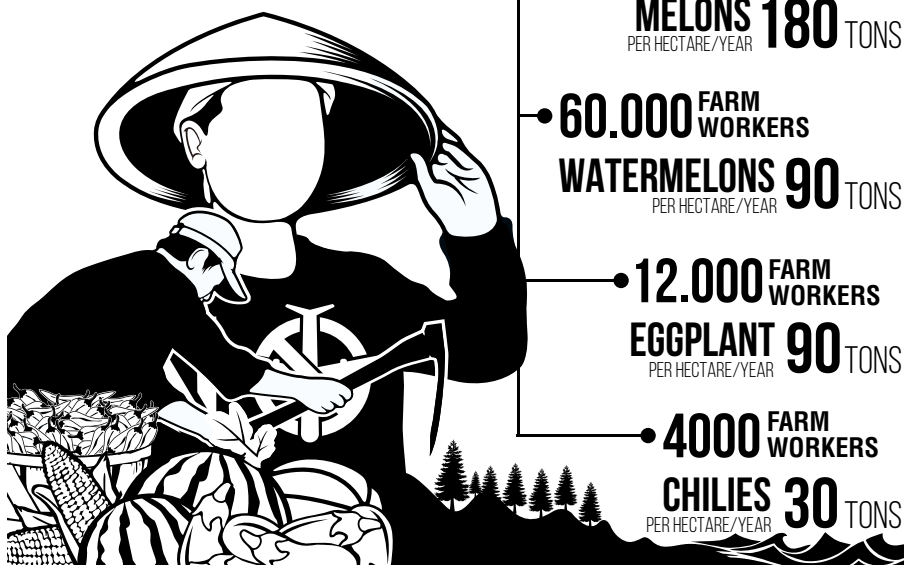
The area of
the construction
site covers six villages,
which consists of
11,501 PEOPLE
(2,875 HOUSEHOLDS)



All citizens affected by
the eviction of
the living space are in
the area of the initial
637 HECTARES
or immediately surrounding
areas.

Over the past 35 years (1980-2015), the southern coastal area of Kulon Progo has developed into a productive agricultural region. This has had a positive impact on increasing the number of economically viable households, and increasing income which has significantly reduced poverty. The Kulon Progo coastal agricultural land is very fertile and productive, and many residents livelihoods depend on agriculture in Kulon Progo.

NYIA DEPRIVES FOOD AND WORK RESOURCES



If NYIA is built, 148,000 farm workers will lose their livelihoods. The jobs offered by the construction of the new airport are not comparable to this figure. This is particularly the case when viewed that the transition of farmers to laborers or airport workers would not be an easy or simple one. In this area, the land production equals approximately 450 tons of crops per hectare/year. All of this will be lost not only to the farmers but to the local markets that depend on the Kulon Progo farming industry. The disinformation of public opinion that the airport would be built on an area of low productivity is deceptive.

■ ECOSYSTEM DESTRUCTION



Sand dunes along the southern coast of Yogyakarta are one of the critical protections against erosion. The coastal area in Kulon Progo is part of a cluster of dunes which is one of 14 primary coastal dune clusters in the world and has an ecological function as a bulwark against the threat of tsunamis, preventing salinization of groundwater and inhibiting erosion of coastal plains. The plan for airport development in the region will lead to the loss of sand dunes which will also change the surrounding area into a region prone to natural disasters.

"The coastal area in Kulon Progo is part of a cluster of dunes which is one of 14 primary coastal dune clusters in the world and has an ecological function as a bulwark against the threat of tsunamis, preventing salinization of groundwater and inhibiting erosion of coastal plains."

ERADICATION OF CULTURAL HERITAGE

In addition to the removal of the source of life of productive agricultural land and ecosystem destruction, the construction of NYIA will also destroy cultural heritage sites which have been part of the tradition of residents. Among others, the sites that will be impacted are Stupa Glagah, Arca Perunggu Amoghasidhi and Vajrapani, Batu Bata Besar, Lumpang Batu, Batu Besar Eyang Gadhung Mlati, Situs Petilasan Gunung Lanang and Gunung Putri, and the Mbah Drajad cemetery protected by Governor Regulation (Peraturan Gubernur /Pergub) DIY No. 62 of 2013 on Conservation of Cultural Property.

1. Glagah Stupa is a historic site in the Glagah village, a precious archaeological relic of Buddhist belief.

2. Mount Lanang monument is believed to be the place for pray, meditate and ask for guidance from the Most Powerful, as the local wisdom for the people.



THE BREAKDOWN OF LOCAL SOCIETY

The issue of airport development has changed social interactions among community residents to the point of conflicts on a family level. Rural residents who were previously friendly and offered each other mutual aid have grown distant and in extreme cases a breakdown of familial ties and a loss of mutual courtesies and the culture of mutual help in the event of disaster. It has been triggered by the citizens being divided into groups that are opposed to the decision-making related to the airport and those that support it. The citizens have been separated into camps of those who are willing to sell their land through compensation and relocation because of the lure of the developer PT. AP I, with the other side who have decided not to sell their land and continue to



1. "airport free zone" written by people who resist airport expansion in Palihan Village, Temon, Kulon Progo.

2. Banner said made by "Society Cares Kulon Progo" (MPK) at Pedukuhan Mlangseng, Palihan Village written "airport is built, i'm okay" the banner said. The so-called organisation is unclear and unknown to the people, even doubted that really exists.

survive and flourish as farmers and keeping the ancestral land for the survival of their offspring. Horizontal conflict is also fueled by the forming of groups of mercenaries allegedly funded by the financiers to further divide citizens on social, economic, and political aspects.

■ UNRESOLVED AND PROBLEMATIC VIOLATIONS OF THE LAW



Another looming issue is public deception in the form of data falsification. In the public consultation document dated December 5, 2014, PT. AP I and the DIY (Daerah Istimewa Yogyakarta or Yogyakarta Special Region) Government stated only five villages would be relocated amounting to 472 families (2,465 people). Violations of law related to NYIA development projects have also not been resolved up to now, mainly related to AMDAL (Analisis Mengenai Dampak Lingkungan) or Environmental Impact Assessment (EIA).

▲ People who resist airport expansion hold a banner written "Don't need AMDAL (EIA)" at the location of public consultation AMDAL studies of the airport, Temon Kulon Village Hall, Kulon Progo (10/11/2016). They also stated to reject AMDAL studies since it's a law maladministration from the first. Governor permit the location (IPL) before arrange studies of any environmental documents. That's one reason to resist quite hard.

■ First

The Permit Location Determination (IPL) for the NYIA megaproject by the Ministry of Transportation No. 1164/2013 and IPL Governor of Yogyakarta No. 68/KEP/2015 was issued unilaterally without listening to the opinions of all of the citizens affected by the document. IPL is flawed and a form of malpractice. Moreover, this was done without the necessary environmental feasibility study (EIA) which is a mandatory prerequisite to

impact analysis cannot be done after the business and/or activities are carried out. Preparation of the EIA should be conducted at the feasibility study stage. From there it will inform, among other things, whether a business or activities are in accordance with the spatial plan, the public perception as well as to determine whether the location of the business or activities are located in disaster prone areas or not.

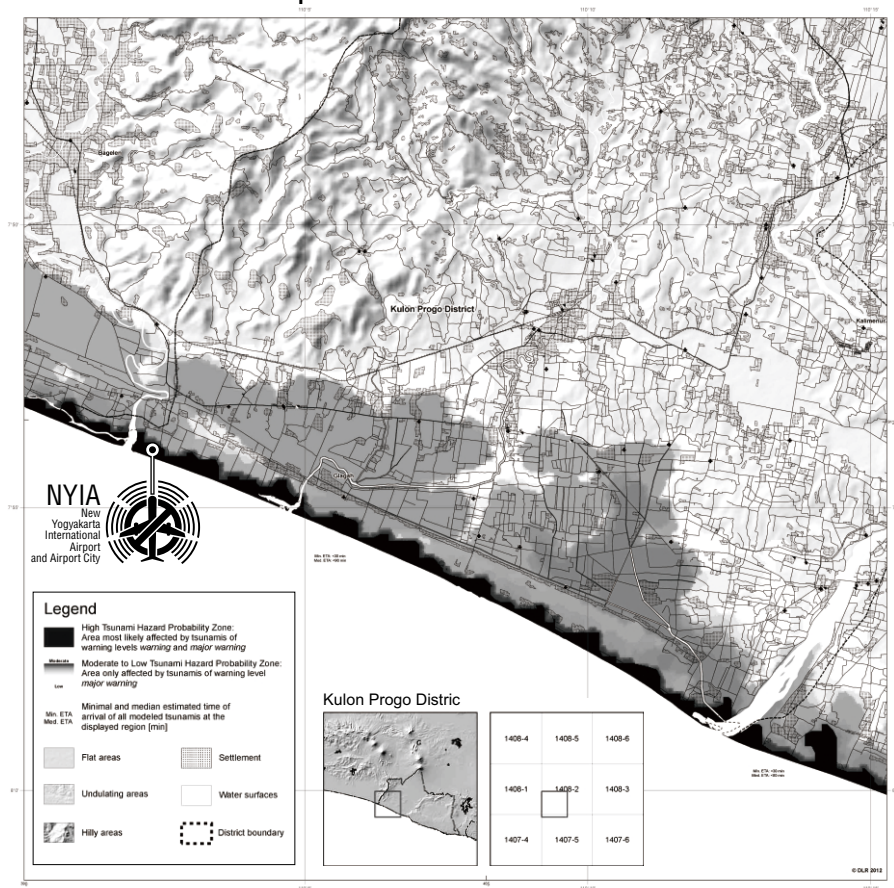
►
Turmoil between people who defend the land with cops of Polres Kulon Progo together with TNI (military) and Satpol PP has its peak in the process of addings of ordinate pointers at Pedukuhan Sidorejo, Glagah Village, Temon, Tuesday (16/2/2016).



the issuance of a legal publishing IPL. The EIA process is very crucial. The EIA as a precondition for business and activities operates as a preventive measure against pollution and environmental damage that may result from development activities. Given its function as an instrument in the planning of operations and activities, preparation of the environmental

“IPL is flawed and a form of malpractice. Moreover, this was done without the necessary environmental feasibility study (EIA) which is a mandatory prerequisite to the issuance of a legal publishing IPL.”

Tsunami Hazard Map



Tsunami Hazard Map Information

The map shows tsunami hazard zones. These zones are related to the warning levels used in the Decision Support System of the Early Warning Center at BMKG. The warning levels used are defined as follows:

Tsunami Category	BMKG Warning Level	Wave height at coastline	Hazard Zone
Tsunami	Warning	≤ 3 meters	
Major Tsunami	Major Warning	> 3 meters	

The High Tsunami Hazard Probability Zone (red) in the map shows the area with a high probability to be affected by every tsunamis which is relevant for this region (both warning and major warning levels). The Moderate to Low Tsunami Hazard Probability Zone (light red to yellow) covers the area that will only be affected by tsunamis which have a wave height at the coast greater than 3 m (major warning level). For this tsunami hazard zone a continuous hazard probability visualization from moderate tsunami probability (light red) to low tsunami probability (yellow) is displayed. Areas not affected by tsunamis are visualized in grey.

The hazard zones are obtained from an analysis of all currently available tsunami modeling results affecting the displayed map sheet (so far 752 scenarios with moment magnitudes of 7.2, 7.4, 7.6, 7.8, 8.0, 8.2, 8.4, 8.6, 8.8 and 9.0) provided by the Alfred Wegener Institute (AWI) in the frame of the PROTECTS project. The spatial resolution of the hazard impact zones data set is between 100 and 500 meters. The threshold for the minimum Estimated Time of Arrival (ETA) is defined by the 1st percentile from the ETAs of all modeled tsunamis at the displayed region. The median ETA describes the 50th percentile.

For further details about the hazard assessment please refer to the technical notes of this map.

Data Sources

Topographic information	1:25,000, 1:250,000	© BAKOSURTANAL 2000
Administrative boundaries		© BPS 2005
Digital elevation model	SRTM-C, SRTM-X	© USGS 2005, © DLR 2005
Warning segments		© BMKG 2010
Tsunami scenarios	1:100,000	© AWI 2011

Tsunami Modeling

The tsunami model used for inundation is Tsunami Version 2010. The model uses an unstructured grid with a resolution between 50 m and 500 m on land and near the shore. Bathymetric data are from the GEBCO data set, augmented by C-Map data. Topographic data are derived from SRTM C- and X-band data sets.

Tsunami is available as an open source module from the Alfred Wegener Institute (www.awi.de). The map below shows epicenter locations for tsunami scenarios provided by GFZ (2010) and used in deriving the hazard map. Each of these sources with moment magnitudes (Mw) 7.2, 7.4, 7.6, 7.8, 8.0, 8.2, 8.4, 8.6, 8.8 and 9.0 can effect an inundation at the displayed region.

Please note: The accuracy of the modeled tsunami inundation strongly depends on the accuracy of the input data of topography and bathymetry.



“This airport will be erected in a tsunami disaster-prone area. Until now there has not been an EIA to analyze or mitigate the impact of business/activities (pre-construction, construction, and operation).”

■ Second

NYIA Kulonprogo claims to be a project for the public interest. As a means of air transport, it will have a disproportionately higher risk of danger, especially for air passengers. This airport will be erected in a tsunami disaster-prone area. Until now there has not been an EIA to analyze or mitigate the impact of business/activities (pre-construction, construction, and operation). There is also no analysis of disaster risks as mandated by Act (Undang-Undang / UU) No. 24 of 2007 on Disaster Management.

■ Third

This plan is against spatial regulations. In the Government Regulation No. 26 of 2008 on Spatial Planning of the National Territory, Presidential Decree No. 28 of 2012 on Spatial Planning Java-Bali until legislation is lower (Provincial Laws DIY No. 2 of 2010 on Spatial Planning DIY Province year 2009-2029) there is not a clause that "gifts" the construction of a new airport in Kulon Progo. There are, however, development and consolidation of the existing Adi Sucipto airport functioning as an integrated/one unified system with Adi Sumarmo airport, in Boyolali, Central Java.

“...there is not a clause that "gifts" the construction of a new airport in Kulon Progo. There are, however, development and consolidation of the existing Adi Sucipto airport functioning as an integrated/one unified system with Adi Sumarmo airport, in Boyolali, Central Java.”

LOCAL POLITICS



Sri Sultan Hamengkubuwono X, the Sultan of Kasultanan Yogyakarta; Governor of the Province of Yogyakarta

It is important to understand the recent history of the land rights in the Special Region of Yogyakarta. There exists a monopoly on the land in DIY. This monopoly is via the royal family and specifically, the Sultan. The land is then 'leased' to residents, but still claimed by the Sultan and backed by controversial Indonesian law. This creates issues if/when the Sultan is offered a more lucrative deal. This feudal system was supported by the VOC/British colonists and is currently being revived under the guise of the

regional autonomy of the Yogyakarta Sultanate, giving them a monopoly over land ownership in the province.

Residents who have lived and worked on the land for decades have secured property rights and the management of the land according to the mandate of Act No. 5 of 1960 Concerning Basic Agrarian Law (UUPA / Undang-undang Pokok Agraria tahun 1960), which still applies in Indonesia to date, however not currently DIY (Daerah Istimewa Yogyakarta). This law means



Hundreds of people who had been working on the coastal land of Kulon Progo (as traders and workers of coastal tourism) joined together in the Communication Forum of Coastal Workers (FKPLP) strike an action in the hall of Local Council (DPRD) in Yogyakarta (15/09/2016). They demanded fair compensation of airport development impact which they given only one thirds from the biggest landowner who claim to own south coastal lands, the Royal Pakualaman. The total land sold to PT. AP 1 by him is 160 ha.



Parangkusumo people eviction, Parangtritis Village, Bantul (14/12/2016). The eviction displaced 33 households, means 52 individuals that are 18 female, 16 male, 15 children and 3 under three years old. Not only those, but also vegetation was destroyed.

People who live and work on the land for decades and use it as a place to live, doing trades, and farming/agriculture are forced to leave. Eviction done with a claim that the land is Sultan's Ground (Sultan's Land) which has no proof of any ownership of the Kasultanan except colonial era documents. The eviction told as a conservation management of rare sand dunes but in reality it has another goal to realize the big project of tourism in Yogyakarta coastal area namely Parangtritis Geomaritime Science Park (PGSP) which has 3 zones with total area 347 ha.



that citizens are entitled to continue to work the land. One problem in DIY is the hegemony of the Sultanate and the Duchy. The UUPA 1960 dictum V on the abolition of the autonomous ground (SG & PAG). "The implementation of the UUPA fully in DIY published the insistence of Sri Sultan HB IX and Parliament, this rule applies retroactively from 1 April 1984," according to the People's Sovereignty and Tempo, March 31, 1984. In the span of history, the Sultanate and the Duchy stood up and loaned land by VOC (Sultanate) by the Treaty of 1755 and the British Giyanti (Duchy) by the



Kapen Beach (popular with the name 'Watu Kodok') also facing the threat to be evicted in order to build a big tourism industry with another Sultan Ground claim on the land. Investor has letter use of rights ("Kekancingan") from Keraton/Royals and plans to build a private resort which not only threatens people livelihood, but also their whole lives. The fact, people live there for many years and generation after generation.

Treaty of PA Rafles 1813. In 1918, SG/PAG born through Rijksblad, a colonial law that gives rights to manage the land in the Sultanate/Duchy to save civilian funds (the sultan's salary). Post independence in the 1950s DIY became part of the Homeland (State Sovereignty of the Republic of Indonesia) and formed provincial level authority. In 1960-1961 UUPA was born and was applicable in DIY.

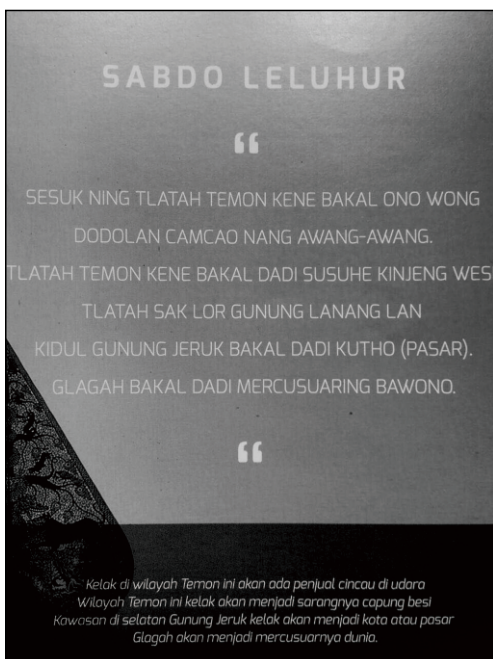
However, the Sultanate and the Duchy still impose a colonial law, to date, to claim the lands in the province. This culminated with the passing of the Special Regulation Utilization and Land Management Sultan and Pakualaman in December of last year. In the case of this airport, Pakualaman still claims ownership over several hundred hectares of land and compensated most of the PT. AP I.

Eviction of people who work as small-middle market traders by PT. Kereta Api Indonesia Operations Area (Daops) 6 Jogja (5/7/2017). Traders assumed as occupy the land which is the right of PT. Kereta Api Indonesia who has letters of use rights (namely "Kekancingan") from Keraton Ngayogyakarta Hadiningrat since the land claimed as Sultan's Ground (Sultan's land).





Protest action of Paguyuban Petani Lahan Pantai Kulon Progo (PPLP-KP) who have been fighting for more than 11 years against iron sand mining which will destroy and landgrab their farmlands area and houses, also destroy their livelihood. The land they have been cultivating and living for decades claimed as Pakualaman Ground (PAG) and so they have to give it to the Pakualaman. Now they are facing one megaproject threats of NYIA airport city development.



Myth used by Angkasa Pura Airports and the government to persuade public on NYIA groundbreaking (27/1/2017). The myth called "Sabdo Leluhur" or "Ancestors Told" said "Someday in Temon there will someone who sells *cincau* (local traditional meal) on the air. This area will be the nest of 'kinjeng wesi' or 'iron dragonfly' (plane). The south of Gunung Jeruk someday will be a city or 'Glagah Market/Plaza', become the magnificent centre of the world"

In addition, they maintain hegemonous control by using culture and manipulative myths such as *sabda leluhur* (the word of ancestors) and *sabda raja* (the word of the king) as a justification of their "special" traditions that must be maintained despite destroying and oppressing local community. They control many local and national businesses, educational institutions, and social foundations. Furthermore, they are close to extreme religious and ultra-nationalist paramilitaries as well as the ruling elite.

■ THE RESIDENTS' STRUGGLE TO SURVIVE



The residents first settled down and began to establish means for income and economy, mainly farming⁴, in that core area of 637 hectares. Every farmer who has joined Wahana Tri Tunggal (WTT) manage agricultural land areas of 2000-4000 square meters. The WTT is an organization of citizens affected by the NYIA megaproject in the coastal Kulon Progo area which to this day are still

⁴They grow several types of plants, both staple crops (rice, maize), as well as a variety of vegetables (chilies, eggplant, squash) and fruits (watermelon and cantaloupe), which became their agricultural commodities.

▶
Temon local people
action resisting the
airport.

Hundreds of
villagers of airport
resistance
organisation,
Wahana Tri
Tunggal (WTT),
held longmarch
toward Palihan
Village Hall,
Temon, holding
airport resistance
banners and
posters
(21/11/2013)



struggling to maintain the agricultural land and space that would be negatively impacted by the NYIA plans. Currently the members of the WTT total approximately 300 families, or about 1200 inhabitants. On September 9, 2012, WTT was born as a response to the airport plans. During 2013-2014 Palihan village residents blocked roads in response to the unilateral efforts of PT. AP 1 to peg land and they also removed the airport boundary markers at the village hall in Glagah. On 23 September 2014 over 1000 citizens were intercepted by the military, police and the municipal police also known as the Public Order Agency (SATPOL PP) while



▶
People blocked the
main road using
rocks, timber and
burning chaff on
the main road of
Java Southern
Route (JJLS) after
prohibited from
following the initial
socialisation of the
new airport
construction in
Kulonprogo
(23/9/2014)



▲
Sario, Wakidi, Tri
Marsudi, dan Wasiyo
spent 4 months in jail
for sealing the village
hall as the resist
against NYIA airport
development.
(25/5/2015)

attending a meeting regarding the airport development plan by the government and PT. AP I at the Glagah Village Hall. Residents were disappointed and blocked four kilometers of Jalan Desa Palihan which led to clashes. On Sept. 30, a resident sealed the village hall because the village chief was vague when asked why officers ambushed residents who attended the meeting about the airport development plan. On December 19, four farmers (Sario, Wakidi, Tri Marsudi, and Wasio) were arrested and charged as suspects in sealing the Glagah Village Hall. On May 25, 2015, the prosecutor demanded 8 months of incarceration; ultimately these four farmers were sentenced to 4 months detention.

Throughout their struggle, in addition to repression tactics, residents who do not want their land taken have undergone intimidation and threats, their children unable to attend school, they were deprived of electricity, roads are suddenly closed, etc.



People impacted by the airport together with activists and sympathizers did the hunger strike in the hall of Yogyakarta Province Council for 15 days.

People long march along the Daendels main road intercepted by the cops. The action mean to refused the groundbreaking of NYIA by President Joko Widodo in Kulon Progo (21/1/2017). The president did not even cared to meet and listen to the demands of the people.



Fencing process in the location projected to develop and expand the airport in Kulon Progo. (30/1/2017)

The ceremonial tradition of inauguration the new organisation refusing and resisiting the airport after reorganized, PWPP-KP, People Against Eviction of Kulon Progo (16/4/2017) in the front of Elementary School SDN III Glagah, Glagah Village, Temon, Kulon Progo. The organisation is formed as a space for people who still consistently against the NYIA airport development and other potential evictions for the airport city scheme.



At the end of 2016 and the beginning of 2017, they reorganized internally, and the residents decided to form a new organization different from the WTT named PWPP-KP (Paguyuban Warga Penolak Penggusuran - Kulon Progo). This new organization is supported by PPLP-KP (Paguyuban Petani Lahan Pantai - Kulon Progo), a fellow farmer organization geographically located adjacent to them and who have also fought against the development of iron sand mining for eleven years. Moreover, they also have the solidarity of citizens in Yogyakarta city, and environmental activist groups.



Communities who joined in the refusal (PWPP or Community Against Eviction – Kulon Progo) against airport development gathering near heavy equipment located on the border of Glagah-Palihan, to block heavy equipment that will excavate coastal areas, fish farmers also participate to confront the heavy equipment that will destroy their ponds. Police personnel came and drove people who were occupying heavy equipment away and the community were forced to retreat. Eviction and excavation of the community land continued with heavy machinery and destroyed some of local people's farmlands who still against the construction of NYIA. (29/08/17)



■ Chronology of Termination and Destruction of Citizen's Access by Angkasa Pura I, Police, Military, PLN, PT. PP, PT. SKS and Satpol PP

Monday, 28 November 2017 in the village of Palihan, Temon District,
Kulon Progo Regency, Yogyakarta



On this day, PT. Angkasa Pura I (AP I), the police, military, PLN, PT. Housing Development (PT. PP), and PT. Surya Karya Setiabudi (PT. SKS) continued the intimidation and destruction of our homes and land.

At 7:30 am the police officers, military, API, PT. PP dan PT. SKS gathered in front of the PT. PP office.

Police officers coordinated and secured the process of terminating the electricity by the parties API, PLN,

PT. PP, and PT. SKS. In addition, they also blocked road access to residents' homes, destroyed plants in the yards, and intimidated our citizens. As a result, an entire village is without electricity and has difficulty in doing daily activities.

At around 09.00am, they moved to residents' houses to conduct power cuts, cut road access, demolish plants, and intimidate residents. At the time of carrying out this eviction action, Mr. Yanto one of the residents protested and attempted to block them. This led



to his arrest and he was brought to the office of PT. PP. While attempting to defend her husband, Mr. Yanto's wife was physically attacked by the police in the form of strangulation, which resulted in bruising on her neck.

AP I, PLN, PT. PP and PT. SKS under the command by the police, continued to cut off electricity throughout Palihan village, closing the road access to a total of four houses, which resulted in the

limitations of residents in conducting normal activities. They did not stop there, the parties AP I, PLN, PT. PP, and PT. SKS knocked down plants in yards and continued with threats so we immediately evacuated our homes.

Considering the situation, and that AP I, PLN, PT. PP, and PT. SKS have conducted arbitrary actions against us we citizens refuse the airport. As citizens, we have the right to live safely in our homes and on our land. However, the AP I, the police, the military, PLN, PT.PP and PT.SKS have harassed our lives based on the airport construction that has nothing to do with our lives.

Signed
*Paguyuban Warga Penolak
Pengusuran Kulon Progo (PWPP-KP)*
(Communiy of Kulon Progo)

■ Brief Chronology of the Violence against Local Residents Rejecting the Yogyakarta Airport Development and the Arrest of Members of Solidarity Networks.



At 10:15 am, today (5/12/2017), police officers came to the homes of residents. They ordered the whole network of solidarity out of the houses. This was done because they think the solidarity network is a provocateur.

At 10:20 am, the police came again with the local village authorities and demanded the identity of citizens and members of the solidarity network.

At 10:31 am there was a conflict with police officers. This led to the arrest of 12 people from the solidarity network. They were taken to the office of PT.PP and then taken to the Polres (police station).

The data we have collected at this time is that some citizens experienced violence at the hands of the police. Among them are: Hermanto, who

suffered a head injury; Fajar, a local homeowner, suffered injuries because of being dragged. Currently, the road ahead of the mosque at Palihan village is blocked. There is no access for residents to pass & trees are also knocked down in front the community center.

Names of those arrested:

Andre

Imam LPM Ekspresi

Muslih FNKSDA

Kafabi UIN

Rifai Mercubuana

Wahyu UIN

Fahri LPM Rethor

Rimba LPM Ekspresi

Samsul LFSY

Chandra LFSY

Mamat UIN

Yogi UNS

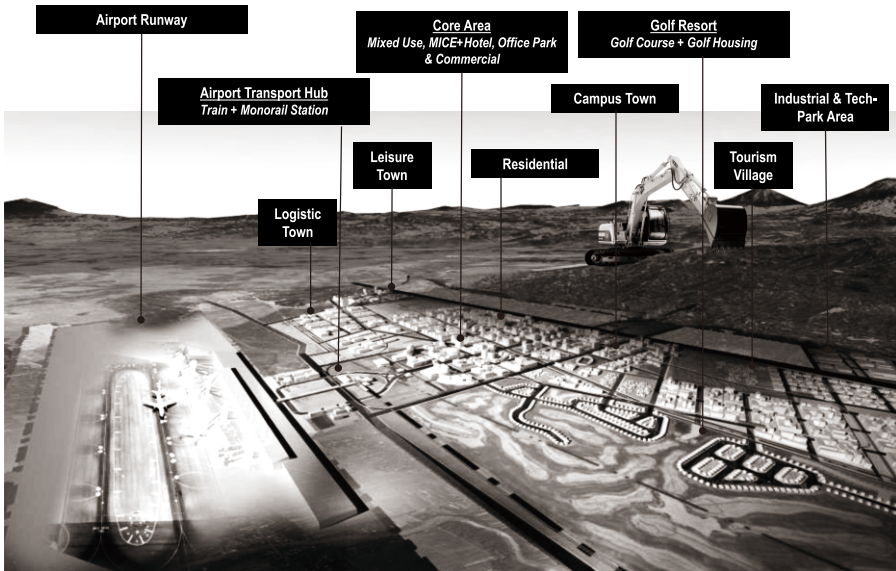
Khoirul Muktakim UIN

Abdul Majid Zaelani UIN

Syarif Hidayat



WHAT HAPPENS NEXT?



The plan of airport city of Kulon Progo (presented by the President Director of PT. Angkasa Pura 1 (Angkasa Pura Airports) in Jakarta (17/11/2016); airport as a core hub for interconnecting transportation infrastructure (port, toll roads, railways) and development of its surrounding city for trades, industries, and tourism. A huge potential scheme to displace rural communities and destruction of ecosystem leads to social-ecology crisis.

When looking at the design of the PT.AP I and GVK, the airport as the infrastructure of the city center (aero city) will be linked to economic zones through the development of supporting infrastructure such as highways and railways. Construction of supporting infrastructures would potentially evict even more citizens.

Besides the tourism and service sectors, construction will make the building of commercial properties (hotels, shopping malls, condos, etc.) rampant, and more and more investors will flock to the area. Deprivation of living space and environmental crisis (such as water crisis) are very likely to occur. The building of infrastructure and property

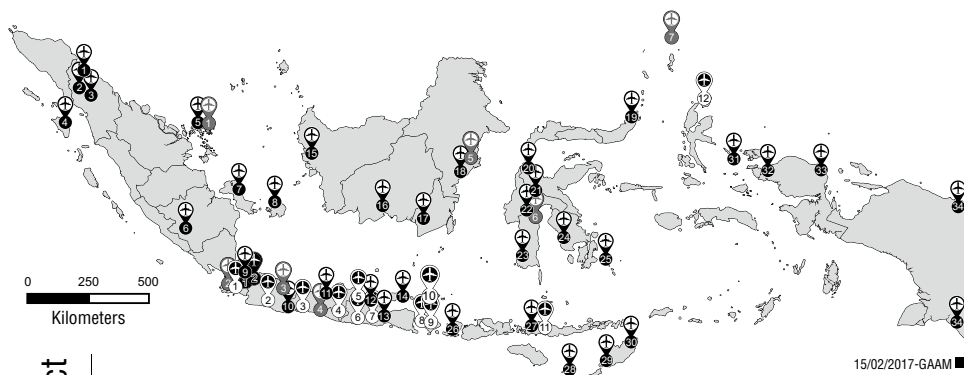
“We must not forget that it is not their land, but the land of colonial lending and the land of the people regulated by the post-independence state. The state has become even more brutal with the megaprojects of industry for the advancement of the market, even through the new regulation of Law no. 2 of 2012 on Land Procurement for Public Interest.”

require land, and in this context, the owner of the land, or at least those who claim to own the land benefit the most, namely the Sultanate and the Duchy. They would profit significantly from leasing the land to the highest bidder. There has been land inventory data for SG and PAG across DIY, even at the village level, although it is not clear which map or where the inventory came from.

We must not forget that it is not their land, but the land of colonial lending and the land of the people regulated by the post-independence state. The state has become even more brutal with the megaprojects of industry for the advancement of the market, even through the new regulation of Law no.

2 of 2012 on Land Procurement for Public Interest. The importance of the airport's development is considered to be in the public interest even though those who stand to benefit the most are the private sector and a small group of people. UUPA 1960 is an important point of land redistribution with a vision of justice and shared prosperity for society. It was formed by progressive groups of Indonesia at that time but has never been applied because there is the inherited New Order mindset which opened wide investment for private entities, especially foreign interests. This has been carried out using coercion, violence, and monopolies via cronyism for decades. There is no sovereignty for the people of Indonesia.

Indonesia - Airport Expansion



15/02/2017-GAAM ■

Land Struggle, Tourism, Economic Zones, Aerotropolis Project



OPERATIONAL

1. Kuala Namu
2. Sibisa
3. Silangit
4. Binaka
5. Hang Nadim
6. Pagar Alam
7. Depati Amir
8. H.A.S. Hanandjoeddin
9. Soekarno Hatta
10. Nusawiru
11. Ahmad Yani
12. Juanda
13. Abdul Rahman Saleh
14. Sumenep
15. Supadio
16. Sampit
17. Syamsudin Noer
18. Sultan Aji Muhammad Sulaiman
19. Sam Ratulangi
20. Mutiara
21. Onondowo
22. Pongtiku
23. Sultan Hasanudin
24. Kolaka
- 25.
26. Lombok
27. Komodo
28. Tardamu
29. El Tari
30. Atambua
31. Marinda
32. Domine Eduard Osok

33. Rendani
34. Sentani
35. Mopah



UNDER CONSTRUCTION

1. New Bintan
2. Tanjung Lesung
3. Kertajati
4. Kulon Progo
5. New Samarinda
6. Mengkendek
7. Miangas



PROPOSED

1. Panimbang
2. Garut
3. Purbalingga
4. Boyolali
5. Bojonegoro
6. Tulungagung
7. Purboyo
8. Nort Bali
9. Nort Bali private jet airport
10. Kangean
11. Tanjung Bendera
12. Morotai



CANCELLED

1. Lebak
2. Karawang

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Aerotropolis
Movement.

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NEW YOGYAKARTA INTERNATIONAL AIRPORT IN KULON PROGO



**PEOPLE'S ALLIANCE
AGAINST AIRPORTS
AND AEROTROPOLIS**

This publication is supported by communities affected by the Kulon Progo airport expansion and various solidarity collectives that support the resistance of the airport. This pamphlet can be copied and distributed freely.

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